National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/29/2004

LAX02FA214
File No. 16306 | 07/04/2002 | San Dimas, CA | Aircraft Reg No. N8145M | Time (Local): 12:30 PDT

Make/Model:	Cessna / 310I
Engine Make/Model:	Continental / IO-470-U
Aircraft Damage:	Destroyed
Number of Engines:	2
Operating Certificate(s):	None
Type of Flight Operation:	Personal
Reg. Flight Conducted Under:	Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	1	0	0
Other	2	9	0

Last Depart. Point:	La Verne, CA
Destination:	Local Flight
Airport Proximity:	Off Airport/Airstrip

Condition of Light:	Day
Weather Info Src:	Weather Observation Facility
Basic Weather:	Visual Conditions
Lowest Ceiling:	None
Visibility:	5.00 SM
Wind Dir/Speed:	250 / 007 Kts
Temperature (°C):	Unk/Nr
Obstr to Vision:	Haze
Precipitation:	None

Pilot-in-Command Age: 44

Certificate(s)/Rating(s)
Flight Instructor; Commercial; Private; Multi-engine Land; Single-engine Land; Helicopter
Instrument Ratings
Airplane; Helicopter

Flight Time (Hours)

Total All Aircraft:	4891
Last 90 Days:	Unk/Nr
Total Make/Model:	15
Total Instrument Time:	UnK/Nr

The airplane impacted trees, terrain, and pedestrians after the pilot declared an emergency during takeoff from a nearby airport. Witnesses observed the airplane not climbing after takeoff and air traffic controllers heard the pilot declare mayday three times. The pilot did not elaborate on the emergency situation. Witnesses observed the airplane turn left over the shoreline of a reservoir where it impacted a tree with its left wing. One witness stated the left propeller was not turning as fast as the right propeller and he heard the engines backfiring. Post-accident examination of the aircraft revealed no flight control anomalies. The left engine's top spark plugs were covered with black soot and the piston and cylinders were dark in appearance, indicative of an overly rich fuel/air mixture. The reason for the excessively rich mixture was not determined. The left engine was successfully test run twice following the accident, once utilizing the systems and plumbing in the airframe, and the second time in an instrumented test cell. Examination of the wreckage did find irregularities in the wiring circuits for both boost pumps and their associated cockpit switches; however, the relationship of these irregularities to the loss of power is uncertain. Review of the airplane owner's manual revealed the emergency procedures for a loss of engine power after takeoff called for the retraction of the landing gear and the feathering of the propeller to obtain the maximum climb performance. The landing gear was not retracted and the left propeller was not feathered. Eighteen months prior to the accident, the pilot failed his first attempt to obtain his multiengine airplane rating due to improper emergency procedures during engine failure operations after liftoff. The pilot's total time in the same make and model as the accident airplane is unclear.

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Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. 1 ENGINE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (F) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
5. (F) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings
6. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to maintain control of the airplane following a loss of power in one engine during takeoff. The reason for the loss of power in the left engine could not be determined. Contributing factors to the accident were the pilot's failure to retract the landing gear and to feather the inoperative engine propeller.